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National Geographic Society

INDEX TO

# Map of the Top of the World

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Prepared in the Cartographic Department of the

National Geographic Society

FOR

The National Geographic Magazine

WITH 5,057 PLACE NAMES

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To carry out the purposes for which it was founded sixty-one years ago, the National Geographic Society publishes the National Geographic Magazine monthly. All receipts are invested in The Magazine itself or expended directly to promote geographic knowledge.

Articles and photographs are desired. For material The Magazine uses, generous remuneration is made.

In addition to the editorial and photographic surveys constantly being made, The Society has sponsored more than 100 scientific expeditions, some of which required years of field work to achieve their objectives.

The Society's notable expeditions have pushed back the historic horizons of the southwestern United States to a period nearly eight centuries before Columbus crossed the Atlantic. By dating the ruins of the vast communal dwellings in that region, The Society's researches solved secrets that had puzzled historians for three hundred years.

In Mexico, The Society and the Smithsonian Institution, January 16, 1939, discovered the oldest work of man in the Americas for which we have a date. This slab of stone is engraved in Mayan characters with a date which means November 4, 291 B. C. (Spinden Correlation). It antedates by 200 years anything heretofore dated in America, and reveals a great center of early American culture, previously unknown.

On November 11, 1935, in a flight sponsored jointly by the National Geographic Society and the U. S. Army Air Corps, the world's largest balloon, *Explorer II*, ascended to the world altitude record of 72,395 feet. Capt. Albert W. Stevens and Capt. Orvil A. Anderson took aloft in the gondola nearly a ton of scientific instruments, and obtained results of extraordinary value.

The National Geographic Society-U. S. Army Air Forces Expedition, from a camp in southern Brazil, photographed and observed the solar eclipse of 1947. This was the seventh expedition of The Society to observe a total eclipse of the sun.

The Society cooperated with Dr. William Beebe in deep-sea explorations off Bermuda, during which a world record depth of 3,028 feet was attained.

The Society granted \$25,000, and in addition \$75,000 was given by individual members, to the Government when the congressional appropriation for the purpose was insufficient, and the finest of the giant sequoia trees in the Giant Forest of Sequoia National Park of California were thereby saved for the American people.

One of the world's largest icefields and glacial systems outside the polar regions was discovered in Alaska and Yukon by Bradford Washburn while exploring for The Society and the Harvard Institute of Exploration, 1938.

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TO THE

National Geographic Society's

## Map of the Top of the World

With 5,057 Place Names

PUBLISHED BY

NATIONAL GEOGRAPHIC SOCIETY

WASHINGTON 6, D. C.

1949





# Top of the World

## The National Geographic Society's New Map of Northlands

BY GILBERT GROSVENOR

*President, National Geographic Society*

THE new National Geographic Society map, *Top of the World*, covers one-sixth of the earth's surface, but by far the greater part of the world's industry, commerce, and military power is encompassed within its borders.

The 1,850,000 member-families of The Society who received the new map with the October, 1949, issue of their NATIONAL GEOGRAPHIC MAGAZINE found it a useful complement to the large new map in colors of Europe and the Near East that they received with their June, 1949, number.

Drawn on a scale of 1:14,000,000, or 221 miles to the inch, it bears 5,057 place names and gives complete coverage of an area usually found only on two maps, one of Canada and the other of the Soviet Union.\*

Here, on a sheet 28½ by 29½ inches, is unfolded the entire picture of the important northlands, drawn from the newest available data.

The tremendous amount of mapping in the far north since World War II is reflected in The Society's new map by much more detail in shore lines and shapes.

As navigation of aircraft in the Arctic is admittedly difficult, the accurate delineation of coastline is an important aid to pilots.

The U. S. Air Force mapping program has added much to our detailed knowledge of Alaska. Canada has made great strides in the extreme Arctic regions.

Among the Canadian Arctic islands, Victoria has become two islands through the discovery of a strait which cuts off what formerly was mapped as its northeast peninsula. Banks Island's shore line shows extensive alteration.

In the Parry Islands, Borden has become twins, and what formerly was called Isachsen Island has been found to be a peninsula of Ellef Ringnes Island. Bathurst Island has turned out to be an archipelago.

Most spectacular are the large new islands shown in Foxe Basin to the west of Baffin Island, one of which has been named Prince Charles after Great Britain's infant Prince. They lie north of the Foxe Peninsula, which was accurately mapped in the early 1930's.

The National Geographic Society first showed this change on its 1936 Canada map and has added on several later maps other

details of the area as they became known. Some charts dated 1949 still show the old conception of the short, stubby Foxe Peninsula, and of an eastern shore for Hudson Bay, also some 15 years out-of-date.

### Flights over North Pole Now Commonplace

Flights over the North Pole are commonplace now for the U. S. Air Force. Never a day passes without a polar flight by a weather-observation or training plane.†

In less than a year and a half one Arctic reconnaissance squadron flew over the geographic North Pole a hundred times. Its investigations included study of the extremely complicated northern magnetic area. The new map shows the north magnetic pole as the center of this area at 73° N., 100° W., on Prince of Wales Island.

This unit, the 72nd Reconnaissance Squadron, U. S. Air Force, learned valuable lessons in Arctic aerial navigation and in global flight.

Flying over large glacial areas formerly marked "unexplored" on navigation maps, its planes undertook to establish safe procedures for year-round Arctic flights. The squadron exceeded 5,000 hours of flying time and traveled a million miles.

"Flying over the Pole isn't so easy as flying from Washington to San Francisco," one Army flyer pointed out. "It is dreary and unexciting work, but no more difficult than other flying north of the Arctic Circle."

The squadron met with many flying oddities in the far north. Although the average mission was of 20 hours' duration, in summer it was carried out in continuous daylight, and in winter in continuous darkness.

Temperatures at a 3,000-foot altitude frequently were registered at 90° Fahrenheit higher than those on the frozen ground. In winter it was warmer over the North Pole than at the squadron's base, Ladd Air Force Base, Fairbanks, Alaska. In winter skies were clear, with no thunderstorms and little icing. In summer skies always were cloudy.

\* Published as supplements to the NATIONAL GEOGRAPHIC MAGAZINE in June, 1947, and December, 1944, respectively.

† See, in the NATIONAL GEOGRAPHIC MAGAZINE, "Arctic as an Air Route of the Future," by Vilhjalmur Stefansson, August, 1922, and "First Flight to the North Pole," by Lt. Comdr. Richard Evelyn Byrd, September, 1926.



In February and March of 1949 a six-engined Consolidated Vultee B-36, world's largest bomber, was tested in Arctic flying. At about the same time the United States Air Force was testing radio-controlled bombs near Fairbanks.

Late in 1948 a five-plane squadron of Boeing B-50's, first of their kind ever tried out in Alaska, spent four and a half months in Arctic flying.

### Trained to Survive Rigid Arctic

For its third season, 1949-50, the U. S. Air Force's Arctic Indoctrination School at Marks Air Force Base, Nome, Alaska, taught flying officers and enlisted men the techniques of survival under rigid Arctic conditions. Sixty students take the one-week course at one time. More than 1,000 were trained in the 1948-49 term.

Newcomers to the Arctic learn how to build ice houses, kill seals and remove their nutritious livers, and drive dog sleds; how to recognize safe and unsafe shelter sites in frozen wilderness; how to make fish traps and to dress and smoke game; and how to tan skin and make skin and leather rope.

They are taught also how to distinguish poisonous plants such as the water hemlock, of the parsnip and carrot family, and three varieties of poisonous mushrooms from edible growths; how to operate standard signaling devices like mirrors, smoke signals, reflectors, and rockets under Arctic conditions; and how to establish a position in barren wasteland by sun shadow, duration of day, the magnetic compass, and the stars.

They learn that not Arctic cold alone, but also wind chill makes the north a savage land. A wind of only 10 miles an hour at a temperature of 40° below zero, Fahrenheit, can freeze exposed human tissue in one minute.

Increased knowledge of Arctic flying has permitted two thrilling rescues from the Greenland icecap in recent years. In February, 1947, the *Kee-Bird*, a B-29, was forced down in remote Dugaard-Jensens Land. Lt. Bobby Joe Cavenar, flying from Westover Air Force Base, Massachusetts, landed beside the wrecked plane and safely removed the eleven stranded members of its crew.

A C-54 transport plane went down on the icecap near Narsarssuak in December, 1948. Lt. Col. Emil Beaudry flew in to rescue the 12 airmen.

### Canada and U. S. Operate 150 Arctic Weather Outposts

Both rescue planes were C-47's, equipped with skis and Jato rocket propulsion units.

In far-northern Canada, in general north of the 75th parallel, the Canadian Government's Department of Transport and the U. S. Weather Bureau now jointly operate four weather stations, with personnel divided equally between the two countries. These stations are located at Resolute Bay on Cornwallis Island, at Isachsen Peninsula on Ellef Ringnes Island, on Eureka Sound, and at Mould Bay on Prince Patrick Island. A fifth, Alert, is planned near Cape Sheridan, on Ellesmere Island.

Officers in charge are Canadians and their first assistants are from the United States. The land where the stations are located, all the buildings, and airplane runways for each are owned by Canada. Technical equipment is supplied by the United States.

The U. S. Air Force supplies all these stations with rations, blankets, and other material by air, and removes members of the staff who become ill and need hospitalization. Several appendectomy cases have been rushed out of the far north to hospitals.

Personnel live chiefly in Quonset huts. Neither the United States nor Canada has experienced any difficulty in obtaining an ample supply of volunteers to man these frigid outposts. Women are not included, since there are no facilities for them.

Mainly for its own purposes, the U. S. Air Force also operates meteorological stations such as those at Stephenville, Gander, Goose Bay, and Narsarssuak.

South of the 75th parallel in Canada the Canadians man many stations of their own, and the United States has stations in Alaska. In all, there are some 150 weather outposts in the American Arctic.

Texas northers and Middle West cold snaps are, generally speaking, the result of cold masses of heavy Arctic air which descend in vast sweeps from the North Polar region. The conflict between these cold air currents and warm, moist air from the equatorial belt produces most of our major changes in weather. Thus accurate information from the points where weather originates not only is valuable to our armed forces, but is of extreme importance to a Middle West farmer or an Alberta wheat rancher.

It is also important to everyone who flies. As of July 1, 1949, there were 6,443 airports in the United States, exclusive of flying fields maintained for personal use.

Denmark has taken over most of the weather stations established by the United States in Greenland during the war. It has enlarged and improved them and now makes their observations available to the United



States.\* The Danes also are conducting a scientific expedition in Peary Land, at the northernmost tip of Greenland.

For many years Americans have sung of Greenland's icy mountains, but aside from those lying immediately adjacent to its shore line, no one has seen them. If such there be, they are covered by the Greenland icecap.

A French polar expedition led by Paul Victor completed in 1949 its second summer in Greenland in an attempt, among other investigations, to determine the shapes and sizes of some of that huge island's hills and valleys by using sonic devices to penetrate the icecap.

### Alaska and Canada Hold Immense Natural Resources

Both Alaska and northern Canada are rich storehouses of valuable minerals.†

Alaska has yielded about two-thirds of a billion dollars in gold and another one-fourth billion in other metals, including copper, silver, platinum, tungsten, lead, and tin, since its purchase by the United States in 1867. Mines of the Yukon and Northwest Territories produce some two to three million dollars in minerals annually.

Port Radium at Great Bear Lake is one of the world's greatest known sources of radioactive minerals, but the actual rate of production is a security secret.

Port Radium is connected to shipping on the Mackenzie River by water through Great Bear Lake and River, with a short truck road link near Fort Norman.

At Yellowknife to the south, on Great Slave Lake, a newly discovered gold field is now a rich producer. Supplies for these two mining areas of the far north are handled largely by air.

Canada has completed a road north from the railroad at Grimshaw to reach Great Slave Lake at Hay River. Winter tractor trails constitute the principal overland supply lines.

Oil is produced and refined at Norman Wells to supply the needs of the mines and local transportation. This oil field is the source of the much-disputed wartime Canol pipe line built to supply oil to the Alaska Highway.‡

The oil derives from an ancient coral reef similar to those being discovered in central Alberta. It is now believed that a series of these oil-producing formations may be found in the valleys east of the Rocky Mountains, all the way north from Turner Valley, south of Calgary, to the Arctic Ocean. The new discovery at Leduc, near Edmonton, has further strengthened this hope.

In the Colville River district of Arctic Alaska lies the 37,000-square-mile Naval Oil Reserve No. 4. Since 1944 this area has been extensively explored for oil. Last July the Navy announced that discoveries indicated reserves more widespread than expected.

Natural gas deposits, tests indicate, may be in commercial quantity. A well drilled six miles south of Point Barrow will meet all fuel requirements for heating and cooking at Navy installations there.

Five deep wells have been dug and three others are being drilled. All except one have produced "shows" of oil and gas, the Navy announced.

### Untapped Mineral Resources

The new map shows one of the most important New World northern discoveries, in the Burnt Creek area along the Labrador-Quebec boundary. Exploration here by the Labrador Mining and Exploration Company Limited, which has rights over a tract of 24,000 square miles, has disclosed an enormous quantity of high-grade iron ore.§

However, before this ore can be marketed, it will be necessary to build 360 miles of new railway from Seven Islands, St. Lawrence River port, to the field.

A complete city and a large hydroelectric plant must be built. Even then, if this ore is to reach the mills of Pittsburgh and the Great Lakes area, a St. Lawrence ship canal likely would be necessary.

Another giant mining project is under way to the south, near the Gulf of St. Lawrence.

Near Lake Allard, 20 miles north of Havre St. Pierre, ground was broken last spring for what may prove to be one of the world's largest high-grade deposits of titanium. Formerly a near-monopoly of India, titanium is a component of high-grade alloys and also yields pigments for paints.

A 27-mile railroad must be built to bring the ore to the docks at Havre St. Pierre. The ore will be refined at a new electric smelting plant to be erected at Sorel, Quebec.

\* See "Milestones in My Arctic Journeys," by Willie Knutsen, NATIONAL GEOGRAPHIC MAGAZINE, October, 1949.

† See, in the NATIONAL GEOGRAPHIC MAGAZINE: "Strategic Alaska Looks Ahead," by Ernest H. Gruening, September, 1942; "Canada's War Effort," by Bruce Hutchison, November, 1941; "Canada's Awakening North," by Lawrence J. Burpee, June, 1936; and "Gentlemen Adventurers of the Air," by J. A. Wilson, November, 1929.

‡ See "Alaskan Highway, an Engineering Epic," by Froelich Rainey, NATIONAL GEOGRAPHIC MAGAZINE, February, 1943.

§ See "Quebec's Forests, Farms, and Frontiers," by Andrew H. Brown, NATIONAL GEOGRAPHIC MAGAZINE, October, 1949.



Huge mineral areas remain untouched in both Alaska and Canada. As more easily obtainable supplies in the United States and southern Canada are used up, these northern lands will undoubtedly be developed more and more fully. The area now is a "cold storage house" for future industrial materials.

Mining, fishing, and military service take citizens of the United States to the Arctic, but growth there of a stable civilian population is slow.

In all of Alaska, Yukon, and the Northwest Territories the population numbers probably 110,000. Most of the inhabitants are Indians and Eskimo. Only a fraction of the few white residents plan to make their permanent homes in the northlands.

Across the polar sea from the North American Arctic stretches the vast expanse of the Eurasian northlands. Between the two lies tiny Iceland, which stands as a model, demonstrating what men can do at the Arctic Circle.\* With few natural resources, its energetic people have turned the little country into a modern nation with good roads, modern industry, and a sound financial position. Iceland became a sovereign state in 1949.

This spirit also is to be found in Norway. Immediately after German capitulation in 1945, determined people returned to their ruined homeland in far-northern Norway and began to rebuild. Largely because of their own efforts, the country has now been greatly rehabilitated.†

Norway is pushing a new railway line into the far north. Construction has reached the Arctic Circle and is continuing to the port of Bodø. The Swedish railway system reaches Narvik, Norway, shipping point for Swedish iron ore from the Kiruna region.

### Soviet Activity in Northland

In Soviet Russia the new push to the north has reached great momentum.

In contrast to the Northwest Passage, which has been navigated in its entirety only three times, the Northeast Passage has become a busy shipping route in summer.

After some three centuries of intermittent attempts, Baron Nils Adolf Erik Norden-skiöld effected the Northeast Passage in 1878-79. This feat, like Amundsen's Northwest Passage, remained a signal accomplishment for many years.

In 1932 the Soviet scientist-sailor, Otto Schmidt, piloted the icebreaker *Sibirakov* through the Northeast Passage from Archangel to Bering Strait in two months and four days. This feat resulted in the establishment, by a decree of December 17, 1932,

of the Central Administration of the Northern Sea Route. This agency has been the chief force in Soviet Arctic development.

Weather stations, numerous enough to make reliable weather reports and predictions over the whole Arctic route, have developed a technique of predicting movement of the Arctic ice far in advance.

During World War II reports on Arctic weather were exchanged by the United States and Soviet Russia. This exchange has been continued ever since.

The new map shows how the Pechora, Ob, Yenisei, Lena, Indigirka, and Kolyma, all among the world's big rivers, empty into the Arctic Ocean. With their tributaries they afford many arteries which lead in from the main Arctic ship route and penetrate deeply into the vast interior.

In summer products from mine, forest, and field are shipped out and supplies for the many interior centers are brought in. In winter the thick ice converts these rivers into natural highways for tractor trains and other ice-traveling vehicles.

At the mouth of each of these rivers an important town has grown up. New towns in the interior indicate newly opened mines, sawmills, or other industrial centers, many of which have received government supplies of forced labor. Most of them, as shown by the new map, bear names strange to most Americans—Sredne Kolymsk, Tiksi, Verkhoyansk, Magadan, Elgen Ugol, Seimchan, Aldan, and Vilyuisk, for example.

Murmansk, most northern of all the world's large seaports, has probably well over 100,000 population. Served by the railway built in World War I, this port was the most important inlet for the vast Lend-Lease shipments of World War II from the United States and other allies. Murmansk and the railway are outlets for big new mining developments on the Kola Peninsula (Kolski Poluostrov).

Kirovsk and Kandalaksha have both grown into large mining towns. Kirovsk is the center of the rich Khibiny district, which produces copper, nickel, iron, and many other minerals. The world's largest known concentrations of apatite and nepheline lie here.

\* See, in the NATIONAL GEOGRAPHIC MAGAZINE: "American Soldier in Reykjavik," by Cpl. Luther M. Chovan, November, 1945; "Ancient Iceland, New Pawn of War," 21 ills., July, 1941; "Walking Tour Across Iceland," by Isobel Wylie Hutchison, April, 1928.

† See, in the NATIONAL GEOGRAPHIC MAGAZINE: "Norway Cracks Her Mountain Shell," by Sydney Clark, August, 1948; "Norway, an Active Ally," by Wilhelm Morgenstierne, March, 1943; "Norway, A Land of Stern Reality," by Alfred Pearce Dennis, July, 1930.



The warmth of the Gulf Stream makes Murmansk the only ice-free Russian port except those on the Black Sea. Archangel, an important lumber port which lies five degrees farther south, is icebound in winter. The railway connection between Archangel and the Murmansk line was built during World War II.

The new railway from Kotlas to Vorkuta, another World War II project, taps the oil fields at Ukhta, where radium mines are reported, and the coal fields at Vorkuta, north of the Arctic Circle.

Vorkuta is believed to have 30,000 inhabitants, and Ukhta (not to be confused with Ukhta in Karelo-Finnish S.S.R.) about 40,000.

Igarka, on the Yenisei, has become a big timber center, with a population of more than 25,000. The mining center of Norilsk, about 30,000, is connected with the port of Dudinka by a railroad, the world's northernmost, opened in 1938.

Since the beginning of World War II innumerable conflicting reports on the status of the B. A. M., Baikal Amur Magistral, the second trans-Siberian railway, have arisen. The most recent Russian transportation map shows a bit of construction from Taishet to Bratsk.

The other end, from Komsomolsk to Sovetskaya Gavan, and from Komsomolsk to the old trans-Siberian line near Khabarovsk, is well established.

This new trunk line is scheduled to run from Kuibyshev in European Russia to Magnitogorsk, Akmolinsk, Pavlodar, Barnaul, Stalinsk, Abakan, and Taishet.

In the far east, gold mining on the Kolyma River has led to the establishment of new towns and the rapidly growing port of Magadan on the Sea of Okhotsk. The new highway shown on the map connects the gold fields with the port.

This region between the Lena and Kolyma Rivers is known as the cold pole of the Northern Hemisphere; yet at Verkhoyansk, where the temperature sometimes goes to 90° F. below zero, wheat and vegetables grow to maturity. Some melons are raised.

Most of the old Russian Empire is contained in the Russian Soviet Federated Socialist Republic, which is one of the sixteen constituent republics of Soviet Russia.

#### Table of Airline Distances

The R.S.F.S.R. is divided into six territories, 47 regions, six autonomous regions, and twelve autonomous republics. The autonomous republics are: Bashkir, Buryat Mon-

gol, Chuvash, Dagestan, Kabardino Balkar, Komi, Mari, Mordov, North Osetian, Tatar, Udmurt, Yakutsk.

Great-circle distances in statute miles between 18 important points in North America and 20 in Eurasia are shown in a table especially computed for the Top of the World map.

Comparison of these figures shows, for example, that Washington, D. C., and Seattle are virtually the same distance, about 4,200 miles, from Murmansk, Russia. Within this range from Murmansk lies our greatest concentration of population and industry, extending from the northwest Pacific coast through Minneapolis, Chicago, Detroit, Cleveland, Pittsburgh, New York, and the whole of northeastern United States.

In contrast, conventional shipping distance by land and sea from Seattle to Murmansk, including the crossing of the Pacific and Siberia, measures some 11,000 miles. There is less disparity in shipping distance from New York to Murmansk, because the ship routes closely follow the great-circle route and are only about 400 miles longer than the shortest air route.

The shortest routes from Winnipeg to Igarka or from Fairbanks to Murmansk and Leningrad lie almost exactly over the North Pole.

In the Eastern Hemisphere the borders of the new map extend from Tokyo in Japan to Istanbul in Turkey and through central Europe to the Brittany peninsula. Northern Japan, most of the U. S. S. R. from Vladivostok to the Caucasus, and all of northern Europe from Bucharest to Brest fall within these lines.

The new Russian industrial concentrations in the far east along the Amur, in the Lake Baikal region and the Kuznetsk Basin, in the Urals, and in the Arctic littoral are accurately mapped.

In both hemispheres the far-northern reaches, where East and West so nearly meet, are of particular interest. Until recently men have usually thought of their new frontiers as lying either to the east or west. Special polar charts have been made, but their main appeal was to a limited group of explorers and geographers.

The National Geographic Society's new map graphically portrays for the layman the reasons for the newly heightened interest in this area of the world.

Today East and West are largely developed. The modern pioneer seeks his wilderness to the north or south. The frigid northlands gradually are yielding their secrets to man.



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**Shells Take You Over World Horizons:** In 32 FULL-COLOR pages, an incomparable series of 41 Kodachromes by Rutherford Platt presents and identifies hundreds of shells of land and sea, showing their varied shapes and glistening color patterns in sharpest detail. An accompanying article by Mr. Platt with 16 monochrome illustrations reveals the magic of the shell world and some of its biological secrets. This reprint from the July, 1949, NATIONAL GEOGRAPHIC will be a valuable addition to the library of every nature lover. 52 pages; 7 x 10 inches. 50¢ in *United States and elsewhere.*

**The British Way:** In 48 FULL-COLOR pages of British historical paintings and an article by Sir Evelyn Wrench this reprint from the April, 1949, NATIONAL GEOGRAPHIC portrays Britain's major gifts to society.

Also included are a richly decorated, 26½ x 32½-inch wall map of the British Isles in ten colors; an article by Gilbert Grosvenor on this valuable map supplement; and an article by Franklin L. Fisher describing The Society's search for the British paintings. This 132-page booklet will be prized for its beauty, interest, and permanent educational value. Attractive gray paper covers; 7 x 10 inches. 75¢ in the *United States and Possessions. Elsewhere, 85¢.*

**Masterpieces on Tour:** Reproduces in FULL-COLOR 23 paintings from the famous German collection of European masters which has drawn record crowds on its American tour. Harry A. McBride relates how these paintings narrowly escaped bomb damage during the war, were discovered in a German salt mine by the advancing Third Army, and were removed to the United States for temporary safekeeping and exhibition. Reprint from the December, 1948, NATIONAL GEOGRAPHIC. Gray paper covers; 34 pages; 7 x 10 inches. 50¢ in the *U. S. and elsewhere.*

**American Masters in the National Gallery:** With the finest of color printing, this reprint from the September, 1948, NATIONAL GEOGRAPHIC presents in their true splendor 24 full-page paintings by America's greatest masters. An article by John Walker, Chief Curator of the National Gallery of Art, Washington, D. C., evaluates these masterpieces which constitute a representative selection from the Gallery's American collection. Gray paper covers; 30 pages; 7 x 10 inches. 50¢ in the *United States and elsewhere.*

**National Geographic Magazine Index, 1899-1948:** The treasure house of authentic information in your NATIONAL GEOGRAPHIC MAGAZINES from 1899 through 1948 is opened for you by the NATIONAL GEOGRAPHIC MAGAZINE Cumulative Index, 1899-1946, with its accompanying supplement for 1947-48. It contains 23,000 references to topical headings, places, nature subjects, authors, titles, maps, and pictures. Also included is a history of the National Geographic Society and its Magazine by Gilbert Grosvenor, with 80 illustrations.

This Index is indispensable in homes, schools, and libraries for instant location of material in 600 NATIONAL GEOGRAPHICS published during 50 years. The Magazine and Index together are equivalent to a pictorial atlas, gazetteer, and encyclopedia of world geography. Blue cloth covers; 860 pages; 7 x 10 inches. \$2.50 in the *United States and elsewhere.*

**Separate '47-48 Supplement to 1899-1946 Index:** Members owning the 1899-1946 Index will find daily use for this supplement which indexes the 24 NATIONAL GEOGRAPHICS for 1947 and 1948. *Price of this supplement alone is 25¢ in U. S. and Possessions. Elsewhere, 50¢.*

**The Round Earth on Flat Paper:** Written and illustrated by National Geographic Society cartographers, this book's easily understood text and 117 photographs, diagrams, and maps demonstrate properties of different map projections. Illustrated foreword by Gilbert Grosvenor describes The Society's map services and contributions to modern cartography. 126 pages; 7 x 10 inches. 50¢ in *U. S. and elsewhere.*

**Saboteur Mosquitoes:** For Nature students—a reprint of "Saboteur Mosquitoes" and "Life Story of the Mosquito" from the February, 1944, NATIONAL GEOGRAPHIC. Contains 10 COLOR paintings from life, 18 monochrome illustrations, engrossing narrative. 31 pages; 7 x 10 inches. 25¢ in *U. S. and Possessions. Elsewhere, 35¢.*

**Insignia and Decorations of U. S. Armed Forces:** 2,476 FULL-COLOR reproductions are invaluable for identifying the insignia, decorations, medals, service ribbons, and badges of our armed forces and other official organizations that participated in the war effort. Heavy paper covers; 208 pages; 7 x 10 inches. \$1 in *U. S. and Possessions. Elsewhere, \$1.25.*





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## Standard Ten-Color Maps

Noted for Readability—Accuracy—Reference Value

\*Indexes Available for Maps Marked with Asterisk\*.

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Paper maps are folded for easy filing; linen maps, rolled only.

\*Africa: 29¼ x 31½ inches; includes the entire Mediterranean; 1,035 air distances; 7,026 names.

\*Asia and Adjacent Areas: 40 x 26½ inches; vast area, Britain to Australia, Alaska to Africa; 6,950 place names; 561 air distances.

Atlantic Ocean: 25 x 31¼ inches; reveals geographic relationship between nations that border the Atlantic; shows naval bases, ship routes.

\*Australia: 31½ x 25 inches; the island continent in detail; railways, roads, homesteads; insets of Sydney and Melbourne areas and Tasmania.

\*Bible Lands: 32 x 22 inches; the Holy Land today and in Biblical times; 248 historical notes.

\*British Isles: 26½ x 32½ inches; decorative design; directing symbols to cathedral towns, ruins, castles, abbeys, historic battlefields, etc.

\*Canada, Alaska, Greenland: 34½ x 26½ inches; shows strategic Arctic, Alaska Highway, roads, winter tractor trails, airfields, etc.; 5,613 names.

\*China: 37 x 26½ inches; includes the Outer Provinces, Japan, northern Luzon, and parts of southeast Asia, India, and Russia; 7,986 names.

\*Classical Lands of the Mediterranean: 35¼ x 26 inches; 342 notes highlight classical history; *in paper edition only*.

\*Countries of the Caribbean: 41 x 25 inches; Mexico, Central America, West Indies; 11 insets of islands and U. S. Poss.; 6,954 place names.

Eastern and Western Hemispheres: 41 x 22 inches; shows land masses in true relative areas; insets show population density, time zones, etc.

\*Europe and the Mediterranean: 39 x 34 inches; presents boundaries as of January 1, 1938; gives 8,733 place names; *in linen edition only*.

\*Europe and the Near East: 32 x 28½ inches; Iceland to Arabian oil fields, Casablanca to the Urals; shows occupation zones and postwar boundaries including Israel; 8,085 place names.

\*Central Europe (only) and Mediterranean: 36½ x 26½ inches; shows status of Central European nations as of Sept. 1, 1939; 6,810 place names.

\*Germany and Its Approaches: 33½ x 26½ inches; London, Milan, Belgrade, Lithuania, Copenhagen; 8,286 names; boundaries as of Sept. 1, 1939, with those of Jan. 1, 1938, indicated.

\*India and Burma: 50 x 25 inches; shows Tibet and Afghanistan; insets of Bombay and Calcutta; 598 political subdivisions mapped on back.

Indian Ocean: 32¾ x 25½ inches; Africa to Australia, China; insets of Suez, Philippines, Guam, Singapore, Hong Kong, New Zealand.

\*Japan and Adjacent Regions of Asia and the Pacific Ocean: 26½ x 34½ inches; insets show important Japanese industrial areas.

\*Japan and Korea in detail: 37 x 26½ inches; includes adjacent parts of China and Russia; ten insets of Okinawa, Formosa, etc.; 5,890 names.

\*North America: 26½ x 33 inches; includes all adjacent areas vital to hemisphere defense.

\*Northern and Southern Hemispheres: 41 x 22 inches; visualizes short cuts by air across polar regions; 924 great-circle distances, 4,262 names.

\*Pacific Ocean and Bay of Bengal: 36½ x 26½ inches; includes Burma, part of India; 56 insets of islands, 1,035 air distances, 4,472 names.

\*Pacific Ocean—with 73 Island Insets: 38 x 31 inches; Saipan, Guam, Palau, Aleutians, etc., exquisitely detailed; shows 861 air distances.

\*Philippines: 17½ x 26 inches; insets feature Manila Bay, Lingayen Gulf, relationship of Philippines to surrounding areas; seven colors.

\*South America: 26½ x 37¼ inches; shows river routes, airlines, railways, etc.; *paper edition only*.

\*Southeast Asia & Pacific Islands: 41 x 26½ inches; Calcutta to Marshall Islands, Shanghai to Darwin; 6,807 names; 22 insets of cities, islands.

\*The Top of the World: 28½ x 29½ inches; extends south to Washington, Tokyo, Baku, and Paris; 360 air distances between North America and Eurasia.

\*The World: 41 x 26½ inches; Van der Grinten's projection; shows earth in one unified picture.

\*Union of Soviet Socialist Republics: 40 x 25 inches; first complete modern map in English of Russia; Narvik to Tokyo, Iran to Alaska; shows railways, roads, pipe lines; 8,016 names.

\*United States—1946: 41 x 26½ inches; shows national parks and monuments, 10,750 place names, main highways, elevations, etc.

Pocket Map of Central & Suburban Washington, D. C.: 31¾ x 24¼-inch, two-sided map; tints and patterns in eight colors clearly show virtually every point of interest; index on each side.

Historic and Scenic Reaches of the Nation's Capital: 31¼ x 26½ inches; Washington, D. C., parts of six States; richly decorated; *linen edition only*.

The Reaches of New York City: 26½ x 29 inches parts of five States; useful and decorative.

\*North Central United States: 28 x 26½ inches; Winnipeg to the Ozarks, Denver to Indianapolis; includes nine States and parts of others.

\*Northeastern United States: 41 x 26½ inches; reaches from Maine south to Potomac and west to Illinois; also part of Canada; 10,437 names.

Northwestern United States and Neighboring Canadian Provinces: 36 x 24½ inches; five States, part of Canada; *in paper edition only*.

\*South Central United States: 29½ x 24 inches; presents in detail Texas, Oklahoma, Louisiana, Arkansas, and parts of other States and Mexico.

\*Southeastern United States: 26½ x 30¼ inches; Key West to Baltimore, west to the Mississippi; main railways, roads, canals, etc.; 7,044 names.

\*Southwestern United States: 34½ x 23½ inches; includes Utah, Nevada, New Mexico, Arizona, California, Colorado, parts of other States in U. S. and Mexico; 4,527 place names.

NATIONAL GEOGRAPHIC SOCIETY Dept. MBP, Washington 6, D. C.